

THE JOURNAL

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JOURNAL

LEADS IN

Circulation

AND

Advertising

Circulation of Twin City Papers

for April, 1902:

JOURNAL - - - 53,713

Tribune, Evg. Estimated from last 36,000

Times Estimated - - - 33,500

Pioneer Press - - - 33,285

Globe - - - 18,732

Dispatch - - - 47,729

Advertising Carried by Twin City

Papers in April, 1902.

JOURNAL 25 issues.....1472 Cols.

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Pioneer Press 25 days and 4 Sundays.....1025

Globe 25 days and 4 Sundays.....691

Dispatch 25 issues.....1452

WHY?

Because THE JOURNAL reaches

the homes of the great purchasing

class. REGISTERED

ANOTHER "INVASION" OF CANADA.

It was announced in The Journal

yesterday that the Minneapolis Threshing

Machine company, in conjunction with the

Advance company of Battle Creek, Mich.,

has purchased the John Abell plant at

Toronto. This is a manifestation of much

local interest of a tendency that has heretofore

been noticed in these columns—the

tendency for American factories to establish

branches in Canada to take advantage

of the Canadian tariff. At the present

rate at which such branches are being

established the entire Canadian demand

for agricultural machinery will soon

be met by factories north of the international

line. When that is brought about the

American factories which now do a

large business in Canada, in spite of the

tariff, will be deprived of a valuable trade.

To the extent that the Canadian demand

is not replaced with domestic demand, the

factories will suffer. At any rate, the

tariff is shutting American factories out

of the American soil out of what will

be the best field for agricultural

machinery in the world, outside of our

own boundaries.

In the case of the Minneapolis Threshing

Machine company, the new departure

means that machines heretofore made in

Minneapolis for the Canadian trade will

be made in Toronto henceforth. There

are sound business reasons for such a

departure and the Minneapolis company is

not to be blamed for acting to its own

advantage. The tariff on one of its threshing

machine outfits is about \$500. Notwithstanding

that great margin in favor

of the Canadian manufacturer, it has

heretofore done a good business in Canada

because of the superiority of its machines

to the Canadian goods and also on account

of the preference of the American

settler for an American made machine,

which he knows from long experience to

be reliable. But it is manifest that if

the company had a plant in Canada it

could manufacture the same superior

class of machines, hold its trade and get

some of the fat surplus profits suggested

by the tariff—unless competition should

become too keen. Moreover, raw material

is a little cheaper in Canada than in the

United States—thanks to our own tariff.

At first this establishment of American

branches in Canada will doubtless stand in

the way of reciprocity, because their

influence, as well as that of the Canadians,

will be in favor of maintaining a high

tariff against goods made in the United

States. Once they are started, however,

the American branches will be able to hold

their own in Canada as much as in Minne-

sota or any other state, against competition

from elsewhere.

The broad view of this migration of

manufacturers into Canada is similar to

the broad view of the migration of Ameri-

can farmers, just as the rich lands of

western Canada are sure to be occupied

by some, so the manufacturing fields are

sure to be occupied by others. In the one

case as in the other it is better that

Americans occupy the fields than that

investments for Americans. It means a

closer drawing of the bonds that unite the

two countries.

Since the state can't get sections 16

and 36 in the ceded Indian reservations,

it desires to get indemnity sections in

other government lands. It means a good

deal to the state school fund whether it

loses or loses these lands. Those 291,000

acres of land will soon be worth several

millions.

EFFECTS OF A BAD POLICY

Even before the publication of the treasury

department figures showing the falling

off in the export flour trade, the railways

had begun to recede from their unwarrantable

position in refusing to place flour

and wheat on a parity. Perhaps an

inspection of their own figures had told

them what a mistake they were making.

If it were not an indisputable and sorely

demonstrated fact that the railway com-

panies have continually discriminated

against flour and in favor of wheat, that

is to say against domestic millers and in

favor of foreign, it would not be conceivable

that such a mistaken policy could be

pursued. It seems axiomatic that a

railway should prefer manufactured goods

to raw material, when the goods are made

in its territory. In the case of flour, there

are so many other products and so many

industries dependent upon the conversion

of grain into flour that the total resultant

traffic is far greater than that from

wheat alone.

Yet the railways have deliberately pur-

sued a policy of discouraging the manu-

facture of flour for export.

The effects of their mistaken policy are

now evident in a decrease of about 50 per

cent in the Minneapolis export flour trade.

It may take the loss of the rest of the

trade to convince all the railways of their

mistake.

General Chaffee thinks Lieutenant Day

should have been more severely handled

by the court-martial because he did not

disobey orders. Admiral Schley was "in-

vestigated" because he did disobey orders.

THE CENSUS ON SHIPBUILDING

There are some points of interest in the

census bulletin on shipbuilding in the

United States, notably that the very rapid

growth of the industry, which is chiefly

occupied with the construction of vessels

for the coasting trade, has brought about

the investment of capital to such a large

extent that the new yards are prepared to

take orders for much outside business.

The coasting vessel business the yards

have all to themselves, as there is no for-

eign competition, and, according to an

expert, the reduction in the cost of iron

and steel has effected a substantial re-

duction in the cost of construction, and it

is no wonder, therefore, that Mr. Hill

can boast that he is having two 30,000-ton

freighters built at an American shipyard

as low as \$200,000 each. The shipbuilding

industry in the census year was

\$77,362,701, an increase in ten years of

about \$50,000,000.

There is only a slight increase in

wooden shipbuilding, while nearly all the

new investments have been in iron and

steel constructive works, which have in-

creased from 18 to 44. It is noticeable

that the tonnage constructed in the census

year was greater than during any preced-

ing year in our history except in 1854 and

1855, when we were beating the world

with our superior wooden ship construction,

which was displaced by the advent of the

age of iron and steel. The construction

of steel steamships in our yards in

1901 was 50 per cent greater than in the

census year, and these yards represent an

investment of from \$5,000,000 to \$10,000,

000 each. This country is preparing to

become the greatest shipbuilding country

in the world.

Practically a long step has been taken

toward this shipbuilding supremacy

through the Morgan steamship merger,

which does not seem so likely to go to

pieces as some people seem to think. In

England they talk as if Britannia's rule

over the waves were ended, but that is

evidently a mistake, for the chief com-

petitors of the steamship combine are the

Canard, Allan and the French lines and

the tramp steamers are always ready for

business. Thus the combine expects to

make profit by organizing the business on

a strictly economical basis, preventing

unnecessary sailings of vessels on un-

profitable voyages and adjusting the

supply of tonnage to the demand, while the

competition, which is inevitable, will ef-

fectually prevent excessive freight rates.

A feature of the combination is that the

fleet is under American control, and, al-

though all but one of the constituent lines

is under a foreign flag, the new vessels

to be built will be constructed in Ameri-

can yards, at least the agreement with the

White Star reserves the right to the

parties in control, while repairs may be

made in British yards. There is talk of

great depression in the shipbuilding in-

dustry, but the depression is not very ap-

parent to the naked eye.

CO-OPERATIVE DINING

If it were not for the spirit of individ-

ualism which makes so many men wish to

have complete establishments of their own,

there would be many more house-

keeping co-operative associations in this

country similar to that at Sioux City, de-

scribed in The Journal's "North-

west Specials" yesterday. The almost in-

superable obstacle to the successful ad-

ministration of single households caused

by the scarcity and inferiority of house-

hold servants, makes complete separate

family life a weary and strenuous ex-

istence. Thousands whose means permit

them to do so escape the worry and labor

of separate housekeeping by living at ho-

tels, and many of slenderer purses con-

tent themselves with unsatisfactory

boarding-houses. Yet the confined quar-

ters and the semi-public life of hotels and

boarding houses are distasteful to many

who find complete housekeeping equally

objectionable.

For small and not over-rich families the

solution of the problem, as its difficulties

increase, will be found in co-operation on

the side of the kitchen and the dining-

room. Here some privacy is sacrificed

and the family is deprived of the satis-

faction of dining under its own roof tree.

But there is an offsetting advantage in

the social and intellectual stimulus to be

obtained from contact two or three times

a day with agreeable persons not of the

same family. The interests of persons of

the same family are so common and they

know so much of each other that family

conversation often falls short of being so

charming and stimulating as it might be.

The domestic economy of the city is

promising and the Sioux City experiment

indicates that promise is followed by

realization.

The democrats are coming over to the

Republican party so fast these days that

it will be quite immaterial pretty soon

whether the democracy succeeds or fails in

finding an issue for the next campaign.

BETTER ARBITRATE

A conference was held yesterday in

Chicago between representatives of the

National Civic Federation and representa-

tives of the United Mine Workers of

America, and other unions, at

which was discussed the subject of re-

sorting to arbitration to settle the ques-

tions involved in the strike in the anthra-

cite coal region. It is stated that it is

probable another conference of the mine

operators and the National Civic Federa-

tion's executive committee will be held

with a view of bringing about this result.

Meantime the project of ordering out

the miners of the bituminous region in

order to nationalize the strike, may be

accomplished, for President Mitchell has

received the assent of four districts to

involve the bituminous miners in the

anthracite strike and only one more dis-

trict's assent is necessary to bring about

the disastrous order, for it will be a dis-

astrous order to the miners and disas-

trous to the public who will suffer by the

arrest of business.

The strike of the anthracite miners did

not go into